

The Hongkong Telegraph.

WEATHER FORECAST
FINE

Barometer 29.97.

(ESTABLISHED 1881.)

Copyright, 1913 by the Proprietor.

October 15, 1913, Temperature a.m. 76, p.m. 81; Humidity...34, 26.

October 15, 1912, Temperature a.m. 74, p.m. 78; Humidity...79, 70.

9,223 晚七十月九年丑癸

THURSDAY, OCTOBER 16, 1913.

四拜禮 號六十月十英曆舊

\$36 PER ANNUM
SINGLE COPY 10 CENTS

TELEGRAMS.

VOLTURNO DISASTER.

THE CAPTAIN'S STORY.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 15.
Reuter's correspondent at New York states that Captain Inch of the Volturmo has sent a story of the disaster by wireless. The watch below was burned to death. Boats Smashed.
After a series of explosions in the fore-castle, he ordered the boats to be swung out. Two were smashed and a third was lowered into the water, with cabin passengers. It capsized and was righted and some of the crew re-entered it.
Boat Wrecked.
A fourth boat, full of steerage passengers got off safely, and a fifth got under the stern and was wrecked. They ceased getting out boats, after communicating with the Carmania, when the flames had apparently subsided.
Fire Gets Worse.
Subsequently the fire got worse and spread aft, but this fact was kept from the passengers who were quiet all night while Captain Inch and the crew worked all night long to make rafts in case the fire broke out aft.
When the passengers disembarked in the morning they were most orderly and there was no panic.

HAMBURG-AMERIKA LINE.

INCREASE OF CAPITAL.

London, Received Oct. 15.
The increase in the Hamburg-Amerika Co.'s capital is officially explained by the necessity of the great increase in the tonnage and in view of the prosperous development of goods transport and the Company's entrance into the Far Eastern postal and passenger service, and other promising extensions.
[An earlier telegram stated that the Co. was increasing its capital by one and a half millions sterling.]

LATE MR. DIESEL.

A FINANCIAL COLLAPSE.

London, Received Oct. 15.
Reuter's correspondent at Munich states that a meeting of the creditors of Mr. Diesel was held, when it was found that the liabilities were half a million marks. There are no assets save the furniture and residence.
The Chairman said that the inventor's financial collapse was due to speculation in land and houses.

AVIATION.

A FINE FLIGHT.

London, Received Oct. 15.
A message from Muelhausen states that Stenler has completed a 24 hours' flight of 2220 kilometres, which is a record.

GOLF.

BRITISH SUCCESSES.

London, Received Oct. 15.
At Chantilly, in the French open Golf Championship Braid was second with a score of 307, and Sherlock third with 309.

TELEGRAMS.

HOME RACING.

CESAREWITCH RESULT.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 15.
The result of the race for the Cesarewitch is as follows:—
Fiz Yama..... 1
Grave Greek..... 2
Lavaine..... 3.
The betting was 50 to 1 for Fiz Yama, 100 to 8 for Grave Greek, 100 to 6 for Lavaine. Twenty four started; won by a head; a length and a half between second and third.
The Race.
Saxby rode Rivoli, Wing rode Auctioneering, and McKenna was up on Fakarabad. Bridge of Sighs did not start.
From the Bashes the race was between Wagstaff, Fiz Yama, Dalmatian, Rivoli, Lavaine, Charlton, King Milas Fantasio and Grave Greek, the last named leading.
At the distance Fiz Yama drew out from the bunch and, resisting a desperate challenge by Grave Greek, won an exciting race.
Wagstaff the favourite, which started at 7 to 1, was fourth.

ROYAL WEDDING.

BRILLIANT SPECTACLE.

London, Received Oct. 15.
The wedding of Prince Arthur of Connaught and the Duchess of Fife was a most imposing spectacle.
The ceremony took place in the Chapel Royal, St. James's Palace, in the presence of a brilliant congregation of Royalties, ambassadors, cabinet ministers and representatives of all classes.
The Archbishop of Canterbury officiated and the King gave away the bride. The Prince of Wales supported Prince Arthur and Princess Mary acted as bridesmaid.
Another Honour.
London, Received Oct. 15.
Prince Arthur of Connaught has been made a Knight of the Thistle.

ANOTHER RAILWAY SMASH.

FIVE PEOPLE KILLED.

London, Received Oct. 15.
A train crashed into the rear of an express at St. James's Station Liverpool. A coach, carrying passengers for Hull, was shattered. Five bodies have been recovered and 25 people have been injured, some very seriously.

Careful Motorist Killed.
Mr. Leslie Vernon Benham, of the Honourable Artillery, who was thrown from his motor-cycle and fatally injured at Bagshot, Surrey, was stated at an inquest to have swerved to avoid a lad who was cycling in front of him with out a rear light. A verdict of Accidental Death was returned.
Wrong Address Penalty.
Mr. Arthur Johnson, the Liberal candidate in a by-election for a seat on Nottingham City Council, was recently held by the mayor, Mr. T. Ward, to have given a wrong number as that of his residence, and Mr. J. Ferr, the Unionist candidate, was declared elected unopposed.

TELEGRAMS.

COLLIERY DISASTER.

HEROIC RESCUES.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 15.
The rescuers worked in the most heroic manner throughout the evening and it was announced at midnight that they were mastering the fire.
Men Found Alive.
At one o'clock in the morning, twenty men were found alive behind a fallen roof.
Fire Again Breaks Out.
Later.
The fire, after seeming to be extinguished, has again broken out.
Desperate efforts to effect rescues are being made, but huge falls further bar the way.
The present position is 24 dead, 304 missing.
All Hope Abandoned.
Later.
Forty bodies have been recovered. The rescuers have seen heaps of bodies. The fire is again blazing and all hopes are abandoned.
Mr. Reginald McKenna, the Home Secretary, has gone to the mine.

CANCER AND RADIUM.

Experiments at a London Hospital.

A series of most remarkable improvements in advanced cancer cases treated by radium has taken place in the past six months in the Cancer Research wards of the Middlesex Hospital says the Daily Mail medical correspondent.
In an interview one of the surgical staff accentuated the necessity for using the word "improvement" instead of "cure." "We do not maintain here that we have cured these cases by radium. What we have done is to cause growths proved microscopically to be cancerous to disappear in a truly astounding way under the radium rays."
The following brief histories were permitted to copy from the case note-book of the hospital. In these, as in a dozen other cases of which they are typical examples, the cancerous nature of the growth has been placed beyond doubt by careful microscopic examination.
Hearing Regained.
A man, twenty-seven, from Dover. Admitted August 25 with a large sarcomatous growth (cancer) blocking up the back of the nose and throat behind the soft palate. He lost all sense of smell, could not breathe through the nose, and was deaf in the right ear through the growth obstructing the tiny air tube which connects the back of the throat with the ear.
A platinum tube containing eighty-two milligrams of radium was embedded in the tumour and left in position twelve hours. Five days later the growth had shrunk perceptibly and the sense of smell and ability to breathe through the nose were regained. On September 16, on examination with a laryngoscope, no traces of growth could be found and the patient, who had regained his complete hearing, was discharged, apparently cured.
Gain of 14½ lb. Weight.
This case, equally interesting, is still in the hospital. The patient is a woman of twenty-five, suffering from a large abdominal sarcoma (connective tissue cancer) extending from the top of the left thighbone well over to the right of the middle line of the abdomen.
Twelve days ago an incision was made down to the growth and a platinum tube containing 144 milligrams of radium (all that the hospital possesses) was embedded in the tumour and left for twenty-four hours. On admission the patient weighed 65 lb. Yesterday her weight had risen to 65 lb. 10 oz. and the tumour had shrunk to half its size on admission.

TELEGRAMS.

U. S. AND MEXICO.

ELECTIONS NOT RECOGNISED.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 15.
Reuter's correspondent at Washington states that owing to the practical dictatorship of President Huerta, America has formally notified Mexico that she will not recognize the elections, to be held on October 28, as constitutional.

AMERICAN MUSEUM.

ART COLLECTION PRESENTED.

London, Received Oct. 15.
Reuter's correspondent at New York says it is reported that a scorekeeper, named Benjamin Altman has bequeathed to the Metropolitan Museum his art collection valued at three millions sterling.

Two days earlier the French boat Despujols 11. was successful. She completed the course in 41 min. 34 sec., giving an average speed of 48.77 knots, or about 52 miles an hour. This was a record for the race. Maple Leaf IV. was only sixteen seconds behind the winner.

Next Day Maple Leaf IV. reversed the positions easily, beating Despujols 1. (France). She also created a new record by covering the course in 39 min. 28 3-5 sec., which works out at an average speed of just over 56 miles an hour.
On the 13th ult. with her powerful engines running superbly, Maple Leaf IV. clinched matters by securing the second victory necessary for holding the cup. The final positions were:
Maple Leaf IV. (Great Britain). 40 min. 10 2-5 sec.
Ankle Deep (America) 43 min. 29 sec.
Crusader (Great Britain), 48 min. 30 2-5 sec.
Despujols 1. (France), Disturber III. (America), and Izme (Great Britain) did not complete the course.
The races have proved Maple Leaf IV. to be the fastest sea motor-racing boat in the world. Her victory on the last day in a choppy sea was gained with the greatest ease. While the small 400-h.p. French boat was jumping like a rocking-horse, the heavier 760-h.p. Leaf was as steady as a pleasure boat. A large crowd witnessed the race from the Embankment, the floating clubhouses of the Royal Motor Yacht Club, and Sir Thomas Lipton's steam yacht Erin, the permission to use which in connection with the race has placed the club under a debt of gratitude to Sir Thomas. Misfortune befell France early, for Despujols 7, got over the starting line before time. This was a bitter disappointment to the French enthusiasts, for it meant that the boat would have to complete a full extra round.
But Maple Leaf, which, as usual, crossed the starting line last, proved conclusively that she was the better boat. Discussing the achievements of the boat, Mr. Sopwith stated that for the last three months mechanics have been tending her engines night and day. No racehorse had ever such close attention, he declared. She had had trial after trial.
After the race Mr. F. P. Armstrong presented the handsome trophy to the owner of the British boat, and on behalf of Lord Northcliffe, the donor, paid a tribute to the high sporting qualities of the challengers, the United States and France. Representatives of these two countries, in reply, spoke in high terms of the way in which the contest had been conducted, and declared that the best boat had won.

BEST MOTOR BOAT.

International Race won by Britain.

The British racing motor-boat Maple Leaf IV., owned by Mr. Mackay Edgar and driven by Mr. T. O. M. Sopwith, the airman, on September 13, secured for the United Kingdom the British International Harmsworth Trophy for motor-boats. This victory places the United Kingdom one point ahead in the annual struggle for the trophy.
When this year's race started on September 11, on a 324 miles course between Cowes and Ryde, the United States had won four times and the United Kingdom four times since the trophy was presented in 1905. France had won once. By her win on September 13, Maple Leaf IV. repeated her triumph of last year, when she recovered the trophy from the Americans.

TELEGRAMS.

BALKAN TRUCE.

MORE FIGHT NO.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 15.
Reuter's correspondent at Constantinople reports that the government, fearing a sudden Greek raid has decided to close the Dardanelles except for two hours daily. It is believed the expulsion of Greek subjects at Constantinople is contemplated in the event of further provocation by the Greek government and the Press.

Closing the Dardanelles.

Reuter's correspondent at Constantinople reports that the government, fearing a sudden Greek raid has decided to close the Dardanelles except for two hours daily. It is believed the expulsion of Greek subjects at Constantinople is contemplated in the event of further provocation by the Greek government and the Press.

Two days earlier the French boat Despujols 11. was successful. She completed the course in 41 min. 34 sec., giving an average speed of 48.77 knots, or about 52 miles an hour. This was a record for the race. Maple Leaf IV. was only sixteen seconds behind the winner.

Next Day Maple Leaf IV. reversed the positions easily, beating Despujols 1. (France). She also created a new record by covering the course in 39 min. 28 3-5 sec., which works out at an average speed of just over 56 miles an hour.
On the 13th ult. with her powerful engines running superbly, Maple Leaf IV. clinched matters by securing the second victory necessary for holding the cup. The final positions were:
Maple Leaf IV. (Great Britain). 40 min. 10 2-5 sec.
Ankle Deep (America) 43 min. 29 sec.
Crusader (Great Britain), 48 min. 30 2-5 sec.
Despujols 1. (France), Disturber III. (America), and Izme (Great Britain) did not complete the course.

The races have proved Maple Leaf IV. to be the fastest sea motor-racing boat in the world. Her victory on the last day in a choppy sea was gained with the greatest ease. While the small 400-h.p. French boat was jumping like a rocking-horse, the heavier 760-h.p. Leaf was as steady as a pleasure boat. A large crowd witnessed the race from the Embankment, the floating clubhouses of the Royal Motor Yacht Club, and Sir Thomas Lipton's steam yacht Erin, the permission to use which in connection with the race has placed the club under a debt of gratitude to Sir Thomas. Misfortune befell France early, for Despujols 7, got over the starting line before time. This was a bitter disappointment to the French enthusiasts, for it meant that the boat would have to complete a full extra round.

But Maple Leaf, which, as usual, crossed the starting line last, proved conclusively that she was the better boat. Discussing the achievements of the boat, Mr. Sopwith stated that for the last three months mechanics have been tending her engines night and day. No racehorse had ever such close attention, he declared. She had had trial after trial.
After the race Mr. F. P. Armstrong presented the handsome trophy to the owner of the British boat, and on behalf of Lord Northcliffe, the donor, paid a tribute to the high sporting qualities of the challengers, the United States and France. Representatives of these two countries, in reply, spoke in high terms of the way in which the contest had been conducted, and declared that the best boat had won.

TELEGRAMS.

DUBLIN STRIKE.

UNION NOT RECOGNISED.

Reuter's.
[Service to the "Telegraph."]
London, Received Oct. 15.
The Dublin employers in reply to Sir G. R. Askwith's report refuse to recognise the men's union until it has been properly reorganised in view of the non-observance of agreements.

TOO MUCH RUBBER.

From 12s. 9d. to 2s. 2 Pound.

One of the largest auction sales of plantation rubber ever held in London will take place next week says the Daily Mail of September 18. About 1,500 tons of the product are expected to be offered for sale, and shareholders of the producing companies may be justified in awaiting the results with feelings akin to dismay.

Plantation rubber has been a falling market throughout the year. From over 4s. 8d. per pound in January, the price has been persistently dwindled to its present quotation of 2s., and it is by no means certain that the full extent of the decline has yet been reached.

What the fall has meant to the producing companies has already been seen in the many drastic dividend reductions. One prominent case is that of the Linggi Company, whose two last interim dividends were of only 15 per cent. each, as compared with a distribution of 33 1-3 per cent. for each of the corresponding periods of 1912. The value of the shares has been more than halved. Earlier in the year they stood at 30s.; to-day they are quoted at around 13s. The best-class shares have all suffered in the same way, and it is said that many of them are now hardly saleable at current quotations.

The course of plantation rubber prices before and since the boom period has been as follows:—

	Highest.	Lowest.
	s. d.	s. d.
1908	5 9 1/2	3 0
1909	9 8	5 3
1910	12 9	5 7
1911	7 3	4 6
1912	5 0	4 1
1913	4 7 1/2	2 0

Rubber at Cost of Production.

A further fall in the price of the product would be disastrous. Many of the plantations can scarcely produce a profit at much under 2s. per pound, and it is safe to assume that many of them would have to suspend operations rather than work at a loss. In this fact, however, lies one of the chief hopes for an upward reaction in prices, as equilibrium might be restored through the check to production. Further heavy losses would, at the same time, be spread among the hundreds of unfortunate shareholders who have been holding on in the hope of a revival.

The "slump" has been explained in a variety of ways. First and foremost, of course, is the largely increased production, though even in relation to this the position is debatable. Visible supplies of rubber are not excessive. At the end of last month they amounted to 13,900 tons, whereas in May last the total was 17,619 tons, and in February 17,683 tons. Stocks in hand to-day amount to only about two months of the world's consumption. Concealed stocks may exist, but failing this, it is argued, and apparently with reason, that the "slump" cannot well be explained on ordinary economic grounds.

For the large proportions of the forthcoming auction sale the inactivity of the private market is mainly responsible. And as to this there arise a number of interesting questions, striking, it may be, at the root of the whole matter.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The race for the Cesarewitch was won by Fiz Yama, starting at 50 to 1.

The Captain of the Volturmo has sent a story of the disaster by wireless.

Prince Arthur of Connaught has been appointed a Knight of the Thistle.

All hope is now abandoned in the Cardiff Colliery disaster. The fire is again blazing.

Braid was second in the French open Golf Championship with 307, and Sherlock third with 309.

At Muelhausen Herr Stenler completed in 24 hours a flight of 2,200 kilometres, creating a record.

A storekeeper named Benjamin Altman has bequeathed to the Metropolitan Museum an art collection valued at £3,000,000.

The Royal wedding was a brilliant spectacle. The King gave away the bride and the Archbishop of Canterbury officiated.

The Dublin employers, in reply to Sir George Askwith's Report, refuse to recognise the Men's Union until it is properly reorganised.

LOCAL.

An interesting interview regarding the forthcoming production of "Twelfth Night" appears to-day.

The annual meeting of the Police Recreation Club was held last night. The membership was reported to be 102.

A finely modelled steel motor vessel, built to the order of the Asiatic Petroleum Co., Ltd., was launched yesterday at Taitoo Dockyard.

The annual meeting of the Hongkong Philharmonic Society was held at the City Hall yesterday, H.E. the Hon. Mr. Claud Severn presided.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

TO-MORROW.

G. P. Lamport's Auction Sale—11 a.m.
Victoria Theatre 9.15 p.m.
Bijou Theatre 9.15 p.m.

Saturday, October 18.
G. P. Lamport's Auction Sales 11 a.m.
The China Light and Power Co., Ltd.—noon.

Tuesday, October 21.

Paper "Oil Fuel for Marine Boilers," Institute of Engineers—9 p.m.

Wednesday, October 22.
Meeting of Shareholder Headwaters Mining Co. Hongkong Hotel, 4 p.m.

Saturday, October 25.
Extraordinary General Meeting Hongkong Hotel Co.—noon.
Twelfth Night, Theatre Royal—9.15 p.m.

Tuesday, October 28.
Twelfth Night, Theatre Royal—9.15 p.m.

Wednesday, October 29.
Hill Yearly Meeting—Jockey Club—noon.

Thursday, October 30.
Twelfth Night, Theatre Royal—9.15 p.m.

GENERAL NEWS.

Band Competition.

The Prince of Wales presented a handsome cup for competition at the West of England handmen's festival held at Bingle, Cornwall. Six bands competed, and the trophy was won by the Camborne Band. The test piece was from Donizetti's "Emilia." The judge was Mr. G. H. Mercer.

Wheat Stack.

A stack of wheat believed to be of record size has been erected in one day in a field at Steple Morden. Containing the produce of one field of 400 acres, the stack is 200ft. long. Over 200 men and boys, four elevators, and a great number of horses and carts were employed in the construction.

Golfers' Experience.

Mr Edward Bohana, secretary of the Lancashire Agricultural Society, who skilled a seagull while driving on Cleveleys Golf Links. Blackpool, later holed out the 18th hole in no—a distance of 183 yards. This is the first time in the twelve years' existence of the course that any hole has been done in one.

Alleged Insurance Frauds.

At Bolton James Vase, an insurance superintendent, formerly a member of the town council, was remanded on the charge of fraudulently obtaining money from the Britannia Assurance Company, by whom he was employed, by means of false death certificates. A second accused man, Dr. Ryan, is also under remand.

Women Mount Guard.

The parish church of Brentwood (Essex) has been placed under the most adequate of all guards against "Suffragettes." Every hour of the day several lady watchers are on duty. Any watcher observing Suffragettes or other persons attempting to damage the building will immediately toll the church bell. The police will understand its meaning and act promptly.

Burglars' Test.

Silver worth several hundred pounds was stolen in daylight from the factory of Messrs Martin Hall and Co., silver-smiths and cutlers, at Birmingham. The thieves cleared the workshop of silver ingots and sold silver goods and had apparently tested the quality of the metal with a solution, traces of which were found. Two men wearing aprons were seen loading a trap with sacks in the early morning, but were thought to be workmen employed by the firm.

The Royal Pavilion.

The Brighton Town Council propose to spend £1,500 upon alterations to the interior of the Royal Pavilion, transforming the "Red Drawing-room" into a lounge and improving the cloak-room accommodation. The work, which is to be completed in time for the ball season, will be carried out in harmony with the style of the structure, and, contrary to the fears of many residents, the exterior of the Georgian building will remain untouched.

Hobble-skirt Stile.

Hobble skirts appear to interfere with the graceful climbing of stiles. It was stated at a meeting of the Hockley (Essex) Parish Council that the stiles in that district are largely used and that women who wear the narrow skirts so fashionable now have great trouble in getting over them. The council debated the matter with becoming seriousness and ultimately decided to come to the aid of the fashionable dwellers of their district by inserting another step in the stiles and so making the climb less steep.

Festival Balance-Sheet.

Mr. P. Barrett Cooke, the secretary of the "Three Choirs" festival held recently, in presenting his report, said that the tickets sold numbered 14,205, as against 13,276 in 1910. The number of stewards, 211, was a record. Attendances showed that "The Messiah" and "Elijah" were still sheet-anchors of the festival. It might not be necessary to draw upon stewards' contributions, and then about £1,750 could be handed over to the charity fund. The balance-sheet shows that the sale of tickets and books of words produced £3,580, as compared with £3,230 in 1910, the estimated expenditure being £3,550, as against £3,523.

ALPINE DANGERS.

Terrors of Falling Stones and Loose Holds.

The old saying, "a miss is as good as a mile," is vividly applicable to "near things" on the mountains. Few experienced climbers are without thrilling memories of moments when a mere fractional difference of time or movement would have meant disaster. According to *Pry's Magazine*, the man accustomed to leading roped parties up difficult and dangerous peaks is especially prone to remember interventions of the fickle goddess Fortuna. Fingers clench nervously, muscles grow tense in recollection, perchance, of some loose handhold which had perforce to be used in the conquest of an almost impregnable precipice. Provisionally it held for the moment, but collapsed with the second climber, to leave him dangling on the firmly held rope over a thousand feet of nothingness.

Or, again, the party may have been assailed by falling stones—that grim artillery of the mountains. Nought may be seen of the hissing, whirling missiles discharged by natural weathering agencies from some impending precipice, excepting an ominous hole in the glacier at one's feet. On occasion the nearness of catastrophe may have been accentuated by a bit out in the brin of a wide Alpine hat. Falling stones, varying in size from a pea to an elephant, and loose rocks are the arch enemies of the Alpinist. As a mountain wanderer since boyhood, it has fallen to my lot to meet with many such thrilling experiences.

Almost within touch of the long purple shadow cast at sunrise by the great obelisk of the Matterhorn across the lofty, overhanging snowfields rises the spire pinnacle of the aiguille de la Zia. Its westerly face springs from the lovely pine clad valley of Arolla in one stupendous wall of rock over two thousand feet high. The ascent is more difficult than that of the Matterhorn; thus it appeals irresistibly to the sporting instinct of all experts. The route runs up a series of buttresses and chimneys, which are remarkable and famous for their smooth perpendicularity.

A FRENCH HERO.

Carried the Regimental Flag into Captivity.

From Oran comes the news of the death of Captain Vales, a hero of the war of 1870. Vales who had distinguished himself at the battle of Froeschwiller, was later taken prisoner at Straßburg. On the night before the town surrendered to him, as standard-bearer, the flag of his regiment, asking him what he meant to do with it.

"Save it," said Vales, with military brevity and he kept his word. He staff he broke and burned, and the flag itself he wrapped round his body, and on the morning he passed before the Prussian lines with the precious relic on his breast. For six months he wore it thus in captivity in Germany and when his release came he brought it back to France.

Again and again the flag was in danger, and was only saved by the lieutenant's strategy and presence of mind. One day it was announced that the prisoners were to be stripped and searched on the morrow. Vales unrolled the flag and concealed it in the bolster of his bed. But a German non-commissioned officer found the bolster too comfortable for a prisoner, and transferred it to his own room. Next day Vales procured a second and more luxurious bolster, which he took care to display to advantage. The trick succeeded. The German soldier exchanged bolsters again, and the flag was once more in Vales' keeping. He received in reward for his conduct not only the Legion of Honour, but what he valued still more, the right to retain a vessel from the flag he had saved.

PRACTICAL PATRIOTISM.

A Reminder of Imperial Duties And Obligations.

A correspondent in British North Borneo sends to the *Financial News* the following communication:—

"How is it that when it comes to the practical patriotism that believes in supporting one's own flag and country, and all that pertains to same, we Britishers are so far behind nearly every other nationality? The more one sees of the world the more this fact is to be noted. In the matter of travel itself a German will resolutely stick to a German line, a Frenchman to a French steamer, and a Japanese to a Japanese steamer, even though this entails waiting, transshipping, or even more expense; but the Britisher rarely troubles to give such a thing a moment's thought, but just takes the line that he happens to think about, or that first strikes his eye in the newspaper. If the question be raised, he will fall back on a long rignarole about the rottenness of this line, the lack of attention of that, and so on, as though every British line were a back number, and only foreign lines were fit for a Britisher to travel by.

"One actually hears Britishers running down their own lines in the saloons of foreign vessels, based, in the great majority of cases, on nothing more solid than 'hearsay.' British lines are not decadent, or they surely would not hold the enviable position they do. When it comes to one's own Army, Navy, merchant service, or manufactures, does one ever hear men of other nationalities publicly depreciating their own country as do we British?

"The same condition of things obtains in regard to shopping. Take Shanghai or Singapore or any big Eastern port, and you will find a Frenchman will purchase every article he possibly can from a French shop—even though doing so involves, as it frequently does, much extra trouble. A German unhesitatingly purchases from his countrymen, a Swiss will know if a fellow-countryman has a shop, and go there for what he wants, and all will induce others to do the same; but we Britishers just pop into the first place, French, Dutch, or Japanese, and get what we want—without a second thought.

"It is not that other nationalities think about the matter—it is second nature. It follows naturally to them to support their own countrymen, just as naturally as it does to the average Britisher not to think of any such thing! To ask him on the subject, and he will mumble something about being cosmopolitan, or broadminded, or something equally feeble. It should be a matter of national pride to stick to one's own people in every shape and from possible.

"Let any reader consider the question for a moment, and conviction follows. It is not done intentionally, but simply and solely for want of thought. 'Wake up! England!' our King has said; and this is one very practical form of 'Waking up' particularly necessary in the Far East—and perhaps at home."

Bad Churchgoers—Poor Paths.

When a complaint was made to Winslow rural district council by the vicar as to the condition of the footpaths in the churchyard a member remarked, "If the people of Winslow went oftener to church they would tread the loose stones down."

Escape of Pitman.

John Lucas, a colliery timberman, had a remarkable escape in a fall of roof at the Tynybedwip, Ton Pentre, Rhondda. When the roof fell some timbers formed an arch over him, and except for an injured foot he was rescued little the worse after four hours' clearing away of tons of debris. His companions believed him to be dead until he was heard to shout.

If you have lost your appetite for one of the big variety of dainty dishes at the ALEXAN. DRA. CAFE is sure to tempt you.

Prepaid Advertisements

ONE CENT PER WORD

FOR EACH INSERTION.

TO LET.

SHOP TO LET.—Opposite KING EDWARD Hotel, Ice House St.—Apply to Medical Hall. Hongkong, 15th Oct., 1913. [956]

TO LET.—Finely appointed flats each of two rooms in Kowloon; suitable for middle-class Europeans, airy; in good locality; Electric Light; Water; Bath Rooms; Kitchen; Moderate rent. Apply:—"H. RUTTON-JEE," Royal George Hotel.

MEIRION, Nos. 9 & 10, Peak, unfurnished, 6 Rooms. Cheap Rental, from 1st December newly painted and colourwashed. RUGATE, Austin Road, Kowloon; unfurnished. No. 68 Peak, Mount Kellett. (Church Mission Society Bungalow) from 1st October, 1913, till 30th May, 1914, partly furnished, Cheap rent.

FOR SALE or TO LET. (From 1st November, 1913.) No. 1 Gough Hill, No. 103 Peak. Bungalow containing drawing, dining and smoking rooms and five bedrooms. With ground for Tennis-Court.

FOR SALE. HARTING and ROGATE, on part of Kowloon Island Lot 1154. LADDEROCK, No. 9 Conduit Road. Fine View of harbour; 8 Rooms, 3 Bathrooms, Garden and Tennis-Court. Accommodations for 30 Servants. Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building Hongkong, 2nd Oct., 1913. [211]

TO LET.—Shop in Queen's Road, Central. Apply to INKHO & Co.

TO LET.—Shop in Queen's Road, Central. Apply to INKHO & Co.

PORT HARCOURT.

Colonial Secretary's Name In Nigeria.

The sanction of the Imperial Government has been given to the details of the important railway scheme for the further development of Nigeria. The terminal point of the line, which will be some 400 miles in length and will probably take three years to construct, has been fixed at Igbocho, at the head of the Bonny estuary. This being an awkward name, the Secretary for the Colonies has been asked to allow the new port and terminus to be called after him, a suggestion he has been good enough to approve.

From Port Harcourt the line, which is called the New Eastern Railway, will run through the Central Province, traversing a rich and populous district, to the coal fields near Udi, a distance of about 120 miles. Thence it will run to the Benue river, crossing that stream by means of an important bridge, a little below Abini. It will next run to the neighbourhood of Jemas, on the tin fields, to which a branch line may subsequently be constructed, and thence to the point at which the existing line crosses the Kaduna River. There a junction with the Kano-Lagos-Baro system will be effected. The bar at Bonny is said to be the best in British West Africa, affording a depth of 23 feet at high water, and any vessel that can enter the Bonny estuary can reach Port Harcourt. Construction on the new line will be started without delay and

pushed forward as rapidly as possible under Mr. John Eaglestone, C.M.G., Director-General of the Nigerian Railway.

WANTED

WANTED IMMEDIATELY.—Competent Book-keeper and Correspondence Clerk. European preferred. Apply Box 555 c/o "Hongkong Telegraph." Hongkong, 15th Oct., 1913. [957]

TO LET.

TO LET.—No. 2 Minden Villas, Mody Road, Kowloon, Five Rooms, Tennis Court. FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals. SHOP with GODOWN attached, Nathan Road, KOWLOON. Kowloon Marine, Lot No. 48 with Wharf.

Apply to.—HUMPHREYS ESTATE & FINANCE CO., LTD. Alexandra Buildings

TO LET.—No. 2 Mountain View, The Peak. Apply.—LINSTEAD & DAVIS. Hongkong, 9th June, 1913. [345]

TO LET.—Ranfurly, No. 11 Conduit Road. GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply to.—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Houses in Cameron and Kimberley Roads, Kowloon. Apply to.—SPANISH DOMINICAN PROCURATION.

NOTICES

GOOD GLASSES PROPERLY FITTED

There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends. Personal attention is given to the examination and the fitting of lenses that will relieve all trouble. The only charge is for the glasses.

N. LAZARUS,

Ophthalmic Optician. 1A, D'Aguiar Street.

Note: The Only European Optician in D'Aguiar St. Telephone 1292.

THE IDEAL LAUNDRY

DRESS SHIRTS A SPECIALITY. Mrs. M. MASON, Proprietress.

30, Austin Road, Kowloon.

NEW CURIO STORE.

Embroidered Screens. Wall Hangings. Lacquered and Bronze Ware, etc., etc. NIKKO & Co., Queen's Road

A DAINY PRESENT!

OLD ENGLISH LAVENDER WATER. MANUFACTURED IN MITCHAM FROM ENGLISH FLOWERS. EXQUISITELY FRAGRANT.

\$1.00 \$1.75 \$3.00. QUEEN'S DISPENSARY, Tel. 402 31, QUEEN'S ROAD CENTRAL.

NOTICES

LANE, CRAWFORD

& COMPANY.

JUST UNPACKED.

"ANGLO ORIENT" REVERSIBLE

RUGS and CARPETS.

BOTH SIDES ALIKE.

INEXPENSIVE. DURABLE. ARTISTIC.

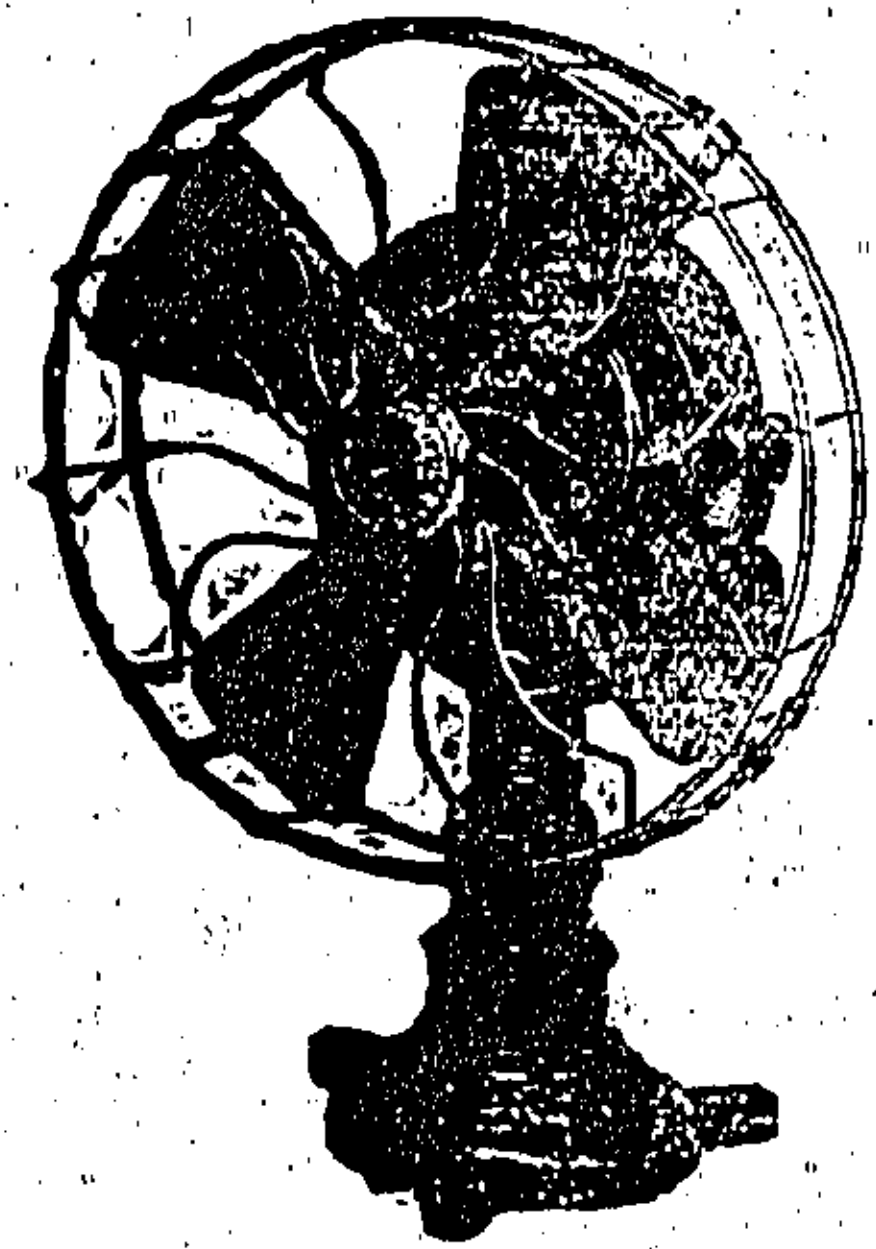
LANE, CRAWFORD & Co.

PHEW! IT IS HOT.

WHY SWELTER IN THE HEAT?

BUY

FREEZOR



FANS

KEEP COOL

THE GENERAL ELECTRIC CO. OF CHINA, LIMITED.

HEAD OFFICE.—

7, Jinkee Road, Shanghai.

16, Des Vaux Road, Hongkong

Telephone 518.

Telegrams—"Sparkless."

A GENERAL FAVOURITE

BOTH IN THE KITCHEN AND DINING ROOM.

MILKMAID

STERILIZED

NATURAL

MILK



Pleases Everybody because it is Reliable. It is Pure, Rich, fresh Milk. Preserved only by the process of Sterilization, NOT CONDENSED. Obtainable at all stores: packed in two sizes.

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co. AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALITIES: HIGH CLASS TAILORS & EXPERIENCED CUTTERS. Perfect Fit Guaranteed.

THE ONE PRICE STORE.

HIGH STANDARD OF QUALITY. CHEAPEST STORE IN THE EAST. Queen's Road, Central. The Old Supreme Court. Telephone 1450

SHANGHAI
RACING CLUB.

Annual Regatta at Henli.

The Autumn Regatta of the Shanghai Rowing Club for 1913, at Henli was notable for five German victories out of five possible successes in the international events. By winning the pairs, trial fours, four's S.V.C. fours and eight the Germans have won a record of triumphs that is well nigh equal.

Saturday was the second day of the Regatta and fortunately the weather was just as favourable as on Friday, though the foreign rowers were up at Henli, and in fact in two sharp showers at about 7.30 and 10 a.m.

Delay in the Start.

There was considerable delay in starting the afternoon programme, due only in some measure to the hour at which the train from Shanghai by which many of the competitors travelled up arrived. Thus it was nearly 4 o'clock when the second event was started, and the sixth event had to be abandoned, the "S.V.C." fours being rowed in semi-darkness, finishing at 6.15 just as the train to Shanghai was leaving the bridge.

Owing to the difficulty of starting from the stake boats, due to the wind pulling the racing boats round, the fixed starts were dispensed with in the International Eight, the first event on the programme. For this race three countries were left in the final, viz. Scotland, (on the Shanghai side), Denmark (on the middle) and Germany on the Quinsan side.

A good start was effected by Mr. E. T. Byrne after a long manoeuvring. Germany led by a length on after half a mile had been covered, the Scotch then having a slight advantage over the Danes. The Germans rowed a slower stroke than the others, varying from 32 to 34, the Scotch never going less than 34 in the Danes keeping up about 36 in the minute. About half way down the lake they came way through erratic rowing.

Nearing the houseboats the Danes started and drew a little away from the Scotch who had been making valiant efforts to pass them. The Scotch, however, eventually won second place, owing to a fine start in the last twenty yards, gaining the verdict by a "nose". Germany had fallen back a little towards the end, but won by 3 ft of a length in 8.18, the slow time being attributable to the wind.

An Exciting Finish

It was a most exciting finish and Germany's win was enthusiastically applauded. The next race, the International Trial Fours, was more or less a farce, as Germany simply rowed away from America, whose boat No. 3, had to stop rowing on several occasions.

The time was returned as 6.15 America's time was 7.00. Thus 45 seconds or many lengths separated the boats at the finish.

The International Pairs was next on the schedule, and fell in third victory of the afternoon to the Germans. Denmark had been fancied for this event, having won it last year but they could only get third this year.

Three nationalities were left for the final, viz. Germany on the Shanghai side, Denmark in the centre and America on the Quinsan side. The German pair, Schmidt and Reichel were well matched in point of weight, each man turning the scale at 140 lbs. They got the best of the start and soon drew away from the others rowing as if they meant business, from the word "Go". So vigorously did they begin that inside of 100 yards there was a length of daylight showing between them and the Danes, America being third. At the half mile post the latter two boats were level, Germany being several lengths in front. The American pair now left the Danes and nearing the houseboats drew up to the Germans, a fine race ensuing.

The Germans, despite American's phony finishing challenge, had the race in hand, however, and won in 4.45, the Americans being second in 4.50.45, well in front of the Danes.

The Club Eight was not taken quite so seriously as some of the

events had been out together before. The course, indeed, was three quarters of a mile.

Olson, at first led from Brown and Gram; then Gram came up to first and Brown also passed Olson. A good race, eventuated between Brown and Gram both being about level at the houseboats.

Gram won, however, in 4.08; Brown being second in 4.13.15. Olson's crew being well behind at the end, his boat having suffered most from defections of the original men chosen for his eight.

The "S.V.C." Fours was rowed when the light had already waned. The Germans here notched their fifth victory, Bonacker taking Reichel's place, at stroke and R. Wrecks taking Schmidt's at bow.

A. S. AND AMMUNITION.

At the Police Court, this morning, before Mr. Hazeland, two men were charged with being in unlawful possession, of a Winchester rifle, an automatic pistol, 800 rounds of ammunition on board the s.s. Empress of India. The articles mentioned were concealed in a false bottomed box, and the ammunition was covered with rags in a fancy box bearing a stencil mark as though the contents were rags.

The defendants were each fined \$250, or in default three months.

OPIUM SEIZURE.

Hidden Under Some Cooked Food.

Before Mr. Wood, at the Police Court, this morning, a Chinese was charged with being in unlawful possession of 5.5 lbs. of prepared opium.

The opium was secreted in two earthenware jars and in a tin which the defendant was carrying along the prays at Tsui Tsui. On the top of the receptacles was some cooked food.

The defendant was fined \$2,000 or in default six months.

LOCAL SPORT

United Services League Football.

Yesterday at the Happy Valley the H.V.S. Tamar XI met the Hongkong Police in the second division of the United Services Football League. Martin opened the scoring for the sailors with quite a fair shot, but Clarke equalised matters very shortly after. The sailors at half time held the lead through the agency of Buallings, but in the second half Grimmett scored the second goal for the Police and the game ended as a draw of two goals each.

The following will represent the Club in a friendly match with Kowloon Cricket Club at Kowloon tomorrow. Play is to commence at 2.15 p.m. — T. E. Pearce (Capt.), R. N. Anderson, C. H. Buckingham, A. A. Cla. on, P. Cobb, D. E. Donnelly, A. L. Gance, M. K. Mass, S. S. Moore, G. Norrington, A. N. Other.

UNCLAMATED LEGRAMS.

Eastern Extension Office.

Chailao, Shanghai.
Eunke, Telokan.
Funks, Singapore.
Hosenfelde, Calcutta.
Jogou, Shanghai.
Kawabata, Thursday Island.
Ossorio, Manila.
Recklen, Tromont New York.
Senghian, Saigon.
Sanyohnan, Peking.
Loledad Basa Fortuato, Manila.
Solveig, Bergen.
Sonnen, Bangkok.
Sorgit, Habana.
Supply, Singapore.
Tonghock, Hongkong.
Walem, Dergonore.
Wing Keat, Bangkok.
Yeocoo, Manila.

Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY
October 22, 1913
commencing at 5.30 p.m.
at the King's Shipway, Whanchai
A NEW SAILING BOAT
(CHINESE RIGGED)
Length 38' Breadth 7' Depth 3'
For further particulars and view of plan apply to
GEO. P. LAMBERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY
the 18th October, 1913 commencing at 12 o'clock (noon) at his Sales Rooms, Duddell Street,
A Consignment of ENGLISH BROWN & BLACK SHOES for Ladies and Gents.
On View Now.
Terms: Cash on delivery
GEO. P. LAMBERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY
October 30, 1913 commencing at 11 a.m. at No. 1 Reclamation Street,
Yau-mat
A QUANTITY OF MACHINERY, etc.

comprising:—CLYDE DONKEY FEED PUMP with CYLINDERS 5" x 9" Diameter and stroke 8"
2 1/2 CENTRIFUGAL PUMPS and ENGINES
2 STEAM WINDLASSES (complete) CYLINDERS IRON CASTINGS for 2 LTEAM WINDLASSES
VERTICAL SINGLE CRANK TANDEM ENGINE
1 HORIZONTAL STEAM ENGINE with REVER-SING GEAR and FLY WHEEL, cylinder 5"

1 VERTICAL BOILER 5' diameter and 10' height with FEED PUMP.
1 HORIZONTAL TUBULAR BOILER 5'6" diameter and 6'6" length.
2 DOUBLE GEARED CAPSTANS
also
1 SET 2-TON CHAIN BLOCKS, SHAFING, OLD CYLINDERS, OLD IRON, etc.

To be sold at a later date if not sold by private treaty in the meanwhile.

1 SET VERTICAL MARINE ENGINE with 3 cylinders of 15" 4" and 40" diameters, WITH CONDENSER and PUMPS COMPLETE.
Also 3 BILGE DIRECTING BOXES, 1 REDUCING and 2 DISCHARGE VALVES, 1 STEAM DISTRIBUTING VALVE, CHEST with VALVES, 1 MAIN INJECTION VALVE, etc., used with above engine.

On view now
Terms: Cash on delivery
GEO. P. LAMBERT,
Auctioneer.

EAST ASIATIC CO. LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"OATHAY,"
having arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 22nd of October, at 9.30 a.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO.,
Agents,
Hongkong, 15th Oct., 1913. [963]

DAIRY FARM NEWS.

FRESH MILK.

No careful mother can afford to use any but
Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk.

The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—
Good, Clean & Wholesome Milk.

PIANOS
FOR HIRE

AT

\$10.

PER MONTH.

FINEST EUROPEAN MAKES.

ROBINSONS

To-day's Advertisements.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"
having arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd of Oct., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of Oct., at 9.30 a.m.

All claims must reach us before the 29th of October, 1913, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO.,
General Agents,
Hongkong, 15th Oct., 1913. [961]

TO LET.—Large furnished room suitable for one or two European Gentlemen; Bath, Good View. Full of partial Board. Apply daily between 9 a.m. and 5 p.m. to 6, Arsenal Street (First Floor), Hongkong, 16th Oct., 1913. [962]

HONGKONG CHURCH MISSIONARY ASSOCIATION.

EVERYBODY interested in Missionary Work is cordially invited to attend a meeting of the above Association of St. Paul's College on Monday next the 20th inst. at 3.30.

The meeting will be addressed by Bishop Routledge and others. The Committee.

77 HONGKONG CHURCH MISSIONARY ASSOCIATION.

RE A. B. MOULDER & Co.

BY a deed of Arrangement dated the 4th day of October, 1913, the Undersigned has been appointed TRUSTEE for the Creditors of the above-named Firm.

Creditors are required on or before the 5th day of November, 1913, to send in their names and addresses and particulars of their Debts or Claims and the names of their Solicitors (if any) to the said Trustee, and if so required by Notice in writing from the said Trustee to personally come in and prove their said Debts or Claims at such time and place as may be specified in such notice, and in default thereof they may be excluded from the benefit of any distribution made before such Debts are proved.

All persons having Goods on Order with the above-named Firm are hereby required to take delivery thereof forthwith.

All receipts for payments to the said Firm, will be countersigned by the said Trustee.

E. A. M. WILLIAMS,
Trustee for the Creditors under Deed of Arrangement.

A. B. MOULDER & Co.,
c/o LOWE, BINGHAM & MATTHEWS,
New Government Building,
3rd Floor,
Hongkong, 15th Oct., 1913. [964]

RE A. B. MOULDER & Co. Ltd.

NOTICE is hereby given that the above named Company has purchased all the good-will furniture and effects of A. B. Moulder & Co. lately carrying on business at No. 12, Des Vœux Road Central, at which address this Company intends to carry on its business in the future.

A. B. MOULDER,
Managing Director,
Hongkong, 14th Oct., 1913. [965]

NOTICE.

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.

SCIENTIFIC SESSION.

A Paper will be read at the Institute on TUESDAY, the 21st inst. at 9.00 p.m. by J. S. GANDER Esq. (member) on "Oil Fuel for Marine Boilers."

Chairman J. McCUBBIN Esq., President.

MACKINTOSH & CO., LTD.

16, DES VŒUX ROAD.

(TELEPHONE No. 29.)

CHOOSE
JAECER
PURE WOOL
UNDERWEAR

REPLACED
if spoiled by
SHRINKAGE.

MACKINTOSH & Co., Ltd.



WM. POWELL LTD.

TELEPHONE 346

SPECIAL SHOW
OF EVERYTHING
FOR

**LADIES & CHILDRENS
WEAR**

INSPECTION INVITED.

WM. POWELL LTD.

J. ULLMANN & COMPANY.

We are the BEST Jewellers and also have the BEST
Cut Glass, and Fancy Goods of all varieties.

Queen's Road, (Corner of Flower Street).

THE ANDERSON MUSIC CO.

(CARRYING ON THE BUSINESS OF MESSRS. LANE
CRAWFORD & CO.'S LATE PIANO AND
MUSIC DEPARTMENT)

IMPORTERS OF

HIGH CLASS PIANOS

SPECIALLY PREPARED FOR EXTREME CLIMATES

MODERATE PRICES.

6, DES VŒUX ROAD, CENTRAL,

(TELEPHONE No. 1322.)

THE WONDER WATER OF JAPAN.
CLIFFORD WILKINSON'S TANSAN

The Most Healthful Water Known to Science.

GANDER, PRICE & CO., LTD.

TAURUS, Queen's Road, Central, Hongkong.

(TELEPHONE No. 175)

Shipping

CANADIAN PACIFIC
ROYAL MAIL.

STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Japan 2nd Oct.	Allan Line 20th Nov.
Empress of Russia 5th Nov.	Empress of Britain 27th Nov.
Empress of India 19th Nov.	Allan Line 19th Dec.

All Steamships leave Hongkong at noon.
The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA," are new, quadruple screw, 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.
"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.
"MONTAGUE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.
S.S. "Torilla," 5,205 tons, Capt. Severson, will be despatched for KOBÉ and MOJI on 30th October.
S.S. "C. Apar," 5,378 tons, Capt. Drake, will be despatched to SHANGHAI, KOBÉ and MOJI on 9th November.

WESTWARD.
S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched for SINGAPORE, PENANG and CALCUTTA on 22nd inst.
S.S. "Jelunga," 5,206 tons, Capt. Sullivan, will be despatched as above on 25th inst.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to
DAVID SASSOON & CO., LTD.
Agents
Hongkong, Oct. 15th, 1913.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

Thursday, 16th October. 5.00 p.m. "Kinshan."

Friday, 17th October. 8.00 a.m. "Heungshan." 8.00 a.m. "Honam."

10.00 p.m. "Kinshan." 5.00 p.m. "Fatshan."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.
S.S. "Sui Tai," Tons 1651. S.S. "Sui An," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO
SUNDAY, 19th October.

The Company's Steamship, "Sui An,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "Hoi-Sang" 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Salmam" 588 Tons, and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton" and "Sanul."

These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

(HOTEL MANSIONS FIRST FLOOR),
Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Destination. Subject to Alteration. Sailing Date.

MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said Katori Maru T. 20,000 { WEDNES., 22nd Oct. at daylight. Kamo Maru T. 16,000 { WEDNES., 5th Nov. at d'light. Capt. Kawara

VICTORIA, B.C., and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama Sanuki Maru T. 12,500 { TUESDAY, 21st Oct. at noon. Shidzuoka Maru T. 12,500 { TUES., 4th Nov. at noon. Capt. Irizawa

SYDNEY & MELBOURNE, via Manila, Townsville, and Brisbane Tango Maru T. 13,500 { WEDNESDAY, 22nd Oct. at noon. Nikko Maru T. 9,600 { WEDDAY 19th Nov. at noon. Capt. Takeda

CALCUTTA, via Singapore, Penang, and Rangoon Tosa Maru T. 12,000 { SATURDAY, 18th Oct. Kawachi Maru T. 12,500 { FRIDAY, 17th Oct. Capt. Christiansen

BOMBAY via Singapore and Colombo Mishima Maru T. 16,000 { THURS., 3rd Nov. at 11 a.m. Capt. Sommer

KOBÉ & YOKOHAMA Nikko Maru T. 9,600 { WEDNES., 22nd Oct. at 11 a.m. Capt. Takeda

SHANGHAI, Moji, and Kobe Kirin Maru T. 5,000 { WEDNES., 15th October. Capt. Deguchi

SHANGHAI, Moji, Kobe & Yokohama Cargoes only.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914.

FOR EUROPE.

Miyasaki Maru 16000 tons sails Wednesday 28th January.

Kitano " 16000 " " " 11th February.

Iyo " 12500 " " " 25th ".

Hirano " 16000 " " " 11th March.

Katori " 20000 " " " 25th ".

Kamo " 16000 " " " 8th April.

Kashima " 20000 " " " 22nd ".

FOR AMERICA.

Shidzuoka Maru 12500 tons sails Tuesday 27th January.

Tamba " 12500 " " " 10th February.

Aki " 12500 " " " 24th ".

Sado " 12500 " " " 10th March.

Yokohama " 12500 " " " 24th ".

Awa " 12500 " " " 7th April.

Shidzuoka " 12500 " " " 21st ".

For further information apply to
Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

SHANGHAI Anhui 16th Oct. at 4 p.m.

SHANGHAI Chenan 18th Oct. at night

MANILA, CEBU & ILO Taming 21st Oct. at 4 p.m.

WEIHAWEI & TIENTSIN Huichow 23rd Oct. at noon.

SHANGHAI Luchow 23rd Oct. at 4 p.m.

SHANGHAI Yingchow 25th Oct. at night

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUL"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares—Single \$40. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, Agents

Telephone No. 36
Hongkong 15th Oct., 1913.

RUSSIAN VOLUNTEER FLEET.

Time-Table of Sailings up to the end of 1913.

Steamers' name and G. R. Tonnage

When the steamer sailed or when expected to leave Overseas-ward or Visit Yokohama-ward.

When the steamer may be expected to arrive at Hongkong (ABOUT)

Outward Bound

NOVODROD 5500 15th September 25th October

TAMBOV 4441 30th September 10th November

PERM 4149 14th October 24th November

KOURSK 3702 22nd October 3rd December

N.B.—The Outward Bound Steamers have a right not to call at Hongkong if they are already fully loaded from the previous ports of call.

Homeward Bound

SARATOFF 6427 13th October 25th October

NOVODROD 5500 15th November 10th November

TAMBOV 4441 1st December 24th December

PERM 4149 14th December

N.B.—The exact date of arrival of the Homeward Steamers will be published after receipt of sailing telegram from the last port of call under the steamer's "Notice to Shippers."

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHAMANOFF, Agent,
Hotel Mansions, 3rd Floor, Tel. No. 1224.
Hongkong, 14th Oct., 1913.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship. T. Captains. For. Sailing date.

Zalro 4000 F. S. McMurray { Manila Mangarin, Cebu and Iloilo. FRIDAY, 24th Oct., 4 p.m.

Electric Light Fans in every cabin; competent stewardsesses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO. GENERAL MANAGERS

Hongkong, 13 Oct. 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamers From Expected on or about To Will leave on or about

Tjipanas JAVA 1st half Oct. SHAI 2nd half Oct.

Tjibodas SHAI 2nd half Oct. JAVA 2nd half Oct.

Tjaroem JAVA 1st half Nov. JAPAN 1st half Nov.

Tjimanok JAPAN 1st half Nov. JAVA 1st half Nov.

Tjikini JAVA 1st half Nov. SHAI 1st half Nov.

Tjilap JAVA 2nd half Nov. JAPAN 2nd half Nov.

Timah JAVA 2nd half Nov. JAVA 2nd half Nov.

Tjilowong JAVA 2nd half Nov. SHAI 2nd half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Building.

Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE.

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer Tons Captain Date of Sailing

S.S. Chiyo Maru 22,000 W. W. Greene Oct. 17, at noon.

S.S. Nippon Maru 11,000 A. G. Stevens Nov. 5, ".

S.S. Tenyo Maru 22,000 E. Bent Nov. 11, ".

S.S. Hongkong Maru 11,000 S. Togo Nov. 28, ".

These steamers are equipped with Turbine Engines and Triple Sorews.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers Tons Date of Sailing

Anyo Maru 18,500 Wednesday Dec. 3, Noon

Kyo Maru 17,200 Thurs., Feb. 5, 1914 at noon.

For Further Particulars as to Passage Freight, apply to

S. MORIMOTO, Agent,
KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

Mongolia Manchuria Korea Siberia

10,000 tons, twin screws, 21,000 tons, twin screws, 18,000 tons, twin screws, 18,000 tons, twin screws

Also NILE, 11,000 tons, CHINA, 10,000 tons, and PERSIA, 9,000 tons.

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (via Pacific of the Pacific). Through Service via New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Bilge Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

First-Class to London Single £ 310 6 Months Return £ 120

Intermediate to San Francisco " 45 " " " 19

Return portion of round trip tickets, as above, available for "Passage Via C.P.R." from Vancouver if desired. Through Passengers have the Privilege of Travelling by Rail between ports of Kobe and Yokohama.

Steamer: Manchuria 27,000 Tons, Sailing Oct. 21 at 1 p.m.

Passengers holding through tickets have the privilege of travelling by rail between Kobe and Yokohama, free of charge.

Hongkong-Manila Service.

From HONGKONG. Arrive Manila. Leave Manila. Due Hongkong.

Oct. 16 CHINA Oct. 18 NILE Oct. 18

Intermediate Steamers.

King's Building (Opp. Blake Pier). R. C. MORTON, Telephone No. 14

Hongkong, 14th Oct. 1913.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Hailan J. S. Roach FRIDAY, 24th Oct. at 11 a.m.

Haiching W. C. Passmore FRIDAY, 17th Oct. at 11 a.m.

Hiayang A. E. Hodgins TUESDAY, 21st Oct. at 11 a.m.

FOR SWATOW.

Haimun J. W. Evans SAT. 18th Oct. at 4 p.m.

Haimun J. W. Evans WEDNES. 22nd Oct. at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co. General Managers.

129

LOG BOOK.

Panama and New Trades.

There is apparently a good deal of disappointment in American shipping circles at the fact that the world's shipowners are not carrying out the large schemes of new construction which were talked about when the Panama Canal was nearing completion. What is happening in Europe is, however, exactly what well-informed people expected would happen. There is, as matters stand, in existence and in prospect, quite sufficient tonnage for the trade of the world, and the trade of the world, it should be noted, will not be appreciably expanded by the Panama Canal—not all at once, at any rate. As a matter of course, new possibilities of expanded trade will gradually become apparent, but for several years the existing tonnage of the world's mercantile marines will be sufficient for all ocean-going trade the new artificial waterway brings about.

Practically all the leading lines propose to use the Panama Canal, but they are not building specially for it, and will not do so, we imagine, for a considerable time to come. By means of existing vessels, however, trades will be built up which will call for many more ships than are at present available. The disappointment which is said to exist on the other side of the Atlantic has its root, no doubt, in the fact that Americans are habitually a quick people. But International shipping connections take much longer to make even than inter-oceanic waterways, so that the quality most needed in American shipping circles list now is evidently a little patience.

The King's Dock.

Considering the tendencies of linear architecture, states *Shipping Record*, the new graving dock at Singapore has very little water on the sill at high water of spring tides. The depth is said to be only 34 ft. The enlarged Trafalgar Dock at Southampton has 35 ft., and the bigger dock at Belfast three inches more. The Gladstone at Liverpool is generously deep, as it has need to be, considering the large ships which use the port. At Singapore there is no call, as matters stand, to provide greater depth, but excavated docks represent large fixtures of capital which are only remunerative over fairly long periods, and there is really no saying how deep Far-Eastern ships may be before this King's Dock has paid for itself. Of course, a dry dock can be enlarged in

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SINGAPORE	Fausang	Thurs. 16th Oct. at 4 p.m.
YAMA, Kobe & Moji	Lovat	Sat., 18th Oct. at d'light
MANILA	Yuensang	Sat., 18th Oct. at 2 p.m.
SHAI, Kobe & Moji	Kutsang	Wed., 22nd Oct. at d'light
S'PORE, Pang & Cutta	Namsang	Sat., 25th Oct. at noon
MANILA	Loongsang	Sat., 25th Oct. at 2 p.m.
CHINWANTAO	Hopsang	Sat., 25th Oct. at d'night
SANDAKAN	Mausang	Fri., 24th Oct. at noon
S'PORE, Pang & Cutta	Yatsang	Sat., 1st Nov. at noon

Return Tours To Japan (Occupying 24 days)
The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lalsang," "Kumsang," "Lovat," "Yatsang" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang" and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Vestalla	22nd Oct.
LONDON & ANTWERP	Den of Ruthven	10th Nov.
LONDON & ANTWERP	Denbighshire	20th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

For	Steamers	Date of Sailing
VICTORIA VVER STLE	Den of Airle	14th November
TACOMA & PLAND	Merionethshire	12th December

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
s. Yokohama, Kobe, Hongkong and Rangoon.
EASTWARD.

The S.S. will be despatched for YOKOHAMA, KOBE & MOJI at an early date taking cargo and passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS
FORGEWELTERS, BRASS & IRON FOUNDERS, CON-
STRUCTURAL, ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

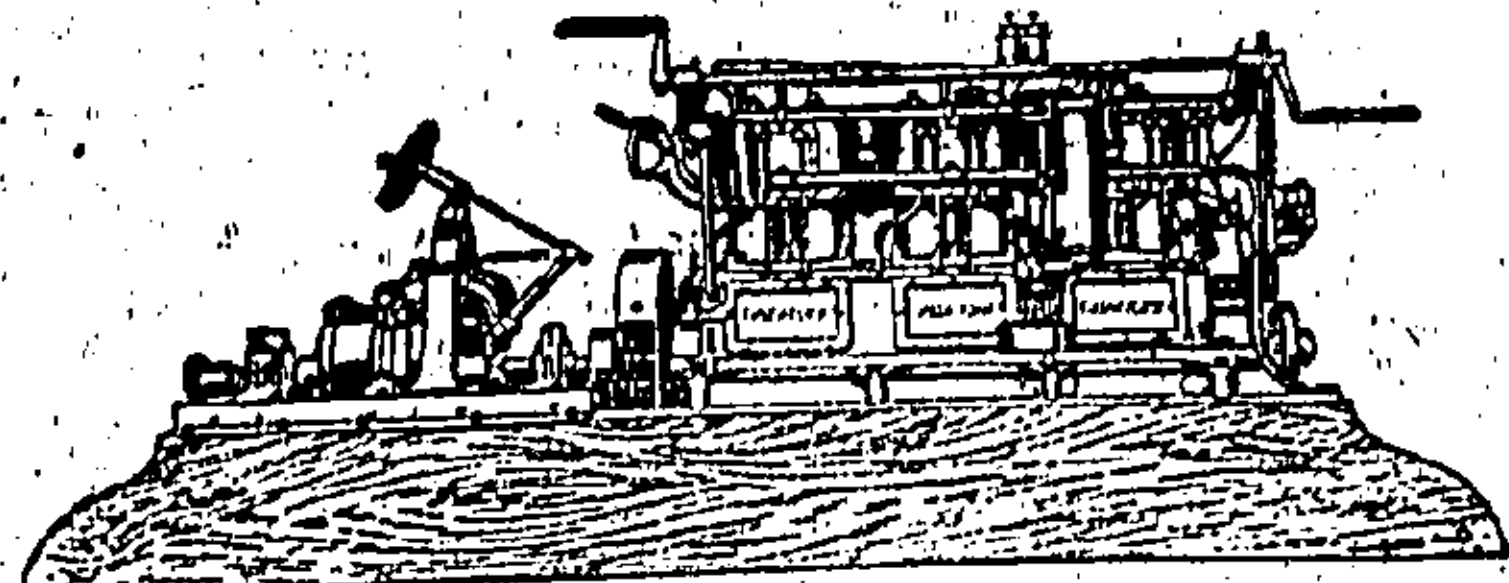
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to
150 B. H. P.

As supplied to the British Admiralty & War Office.



C.6. type Motor and Reverse Gear.
B.H.P. Paraffin 7, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of
11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK".
TELEPHONE No. 212.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dis- patched
London & Antwerp etc.	Vestalla	J. M. Co.	18. Oct.
London via Usual Ports of Call	Delta	P. & O.	25. Oct.
Havre & Hamburg	Suedmark	J. A. L.	28. Oct.
Antwerp via S'gon, S'pore, C'be,	A. Behle	M. M. Co.	21. Oct.
Port Said	Katori M.	N. Y. K.	27. Oct.
Marseilles London & Antwerp	Horde	H. A. L.	19. Oct.
via Singapore & C.	Bayern	H. A. L.	30. Oct.
Marseilles, Havre & Hamburg	Persia	S. W. Co.	1. Nov.
Rottendam, H'burg and Antwerp	Brigavia	H. A. L.	5. Nov.
T'is, Fiume, V'ce, via S'pore etc.	Anyo Maru	T. K. K.	3. Dec.
Marseilles and Hamburg etc.	Syria	P. & O.	29. Oct.
London & Antwerp via S'pore etc.	Arabia	H. A. L.	15. Nov.
Havre, Emden & Hamburg & C.			

NEW YORK SAN FRANCISCO AND CANADA.

New York	Denbigh Hall	B. L.	7. Nov.
Boston and New York	Polaris	B. L.	25. Oct.
San Francisco	Inverlyde	J. M. Co.	End of Oct.
Vancouver, via S'hai Japan etc.	E. of Japan	C. P. R.	22. Oct.
Victoria, B.C., & Seattle via	Sanuki M.	N. Y. K.	21. Oct.
Shanghai, & C.	Chicago M.	O. S. K.	30. Oct.
Victoria B.C. & Tacoma via	Andalusia	H. A. L.	29. Oct.
Keelung, etc.	Chiyo M.	T. K. K.	17. Oct.
Vancouver Seattle and/or	Chiyo M.	P. M. Co.	21. Oct.
Tacoma & P'land Or.	Monteagle	C. P. R.	8. Nov.
San Francisco via Shanghai etc.	Canada M.	O. S. K.	12. Nov.
San Francisco via S'hai Japan etc.			
Vancouver via S'hai Japan etc.			
Victoria B.C. & Tacoma via			

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	22. Oct.
Australian Ports via Manila	Aldenharn	G. L. Co.	31. Oct.
Australian Ports via Manila	P. Sigismund	M. & Co.	1. Nov.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fultala	J. M. Co.	Q. deep.
Moji Kobe & Yokkaichi	Izumi Maru	O. S. K.	30. Oct.
Nagasaki, Kobe & Yokohama	Nikko Maru	N. Y. K.	22. Oct.
Shanghai, Yama, Kobe & Moji	A. N.	A. N.	1. Nov.
Shanghai, Kobe & Yokohama	E. Simons	M. M.	20. Oct.
Kobe & Yokohama	Mishima M.	N. Y. K.	23. Oct.
Weihaiwei, & Tientsin	Huichow	B. & S.	3. Oct.
Shanghai	Tiupan	J. C. J. L.	half 8.
Japan	Tiupan	J. C. J. L.	Q. deep.
Yama and Kobe via Shanghai	Nippon	S. W.	30. Oct.
Shanghai	Bohemian	S. W.	1. Nov.
Shanghai	Chonan	B. & S.	18. Oct.
Shai, Moji, Kobe and Yokohama	Nubia	P. & O.	19. Oct.
Shanghai, Kobe & Moji	Kutsang	J. M. Co.	22. Oct.
Shanghai, Moji, & Kobe	Jinsen M.	N. Y. K.	17. Oct.
Shanghai, Kobe & Yokohama	Albiana	J. M. Co.	25. Oct.
Manila	Loongsang	J. C. J. L.	Q. deep.
Batavia, Cheribon, Samarang & C.	Jibodas	O. S. K.	22. Oct.
Poochow via Swatow & Amoy	Kaijo Maru	O. S. K.	19. Oct.
Tamui via Swatow & Amoy	Daijin Maru	N. Y. K.	18. Oct.
S'pore, Pang, R'gon & Cutta	Tosa Maru	N. Y. K.	18. Oct.
Swatow, Amoy & Poochow	Haiching	D. L. Co.	17. Oct.
Swatow, Amoy & Poochow	Haiching	D. L. Co.	21. Oct.
Manila	Yuensang	J. M. Co.	18. Oct.
Shanghai	India	P. & O.	23. Oct.
Singapore, Penang and Calcutta	Yatsang	J. M. Co.	28. Oct.
Manila Mangarin, Iloilo & Cebu	Zafro	S. T. Co.	24. Oct.
Bombay via Singapore, Colombo	Kawachi M.	N. Y. K.	17. Oct.
Bombay via Singapore Port	Indo Maru	O. S. K.	23. Oct.
5tham Penang & Calcutta	Tijlathip	J. C. J. L.	F. half O.
Java	Tijlathip	J. C. J. L.	F. half O.
Jessellton, Kudat and Sandakan	Lorneo	M. & Co.	31. Oct.
Shanghai, Moji, Kobe & Yama	B. Maru	N. Y. K.	22. Oct.
Swatow, Amoy and Poochow	Haiching	D. L. Co.	24. Oct.
Singapore, Penang & Calcutta	Namsang	J. M.	25. Oct.
Kobe and Moji	Torilla	D. S. Co.	30. Oct.
Chinwantao	Hopsang	J. M.	25. Oct.
Shanghai	Yingchow	B. & S.	25. Oct.
Swatow	Haiman	D. L. Co.	18. Oct.
Swatow, Amoy and Poochow	Haiching	D. L. Co.	24. Oct.
Sandakan	Mausang	J. M. Co.	24. Oct.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.
AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of
corroded plates by addition of metal. Welding of broken pieces of any
kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033, [48]

BOLINDER

DIRECT REVERSIBLE CRUDE OIL MOTORS.

STOCK IN HONKONG.

MARINE MOTORS.—

2 CYLINDER MOTOR. 24 B. H. P.

2 do. do. 30 B. H. P.

2 do. do. 50 B. H. P.

4 do. do. 100 B. H. P.

ALSO STOCK IN STATIONARY MOTORS, AND MOTORS DIRECT COUPLED

TO CENTRIFUGAL PUMPS.

ULDERUP & SCHLUTER.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Haiphong,	Mathilde.
Poochow,	Haiching.
Kobe,	Ariake.
Francisco,	Chiyo Maru.
Sourabaya,	Childar.
Yokohama,	Lovat.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Singapore,	Nubia.

AMERICAN MAIL.

The P. M. S. NILE sailed from Yokohama for Hongkong via Manila, on Friday, October 16th. The mail was transferred to the s.s. TANGO MARU due to arrive at Hongkong on the 20th instant.

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF INDIA left Yokohama on the 3rd Oct., at 4 p.m. and is due to arrive at Hongkong on the 16th Oct.

The C. P. R. s.s. EMPRESS OF RUSSIA left Vancouver on the 8th inst., at p.m. The P. O. R. s.s. MONTEAGLE left Vancouver on the 2nd inst.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney on the 12th inst., for this port via Queensland Ports, Port Darwin and Manila and may be expected to arrive here on or about the 5th proximo.

The E. & A. s.s. EMPIRE left Sydney on the 12th inst., for this port via Queensland Ports, Port Darwin and Manila and may be expected to arrive here on or about the 5th proximo.

The I. O. M. s.s. PRINZ SIGISMUND left Manila on the 13th inst., at 7 p.m. and may be expected here on or about the 16th inst., at daylight.

MERCHANT STEAMERS.

The H. A. L. s.s. HOERDE left Moji on the 13th inst., p.m. and may be expected here on or about the 18th inst., a.m.

The P. & O. s.s. NUBIA left Singapore for this Port on the 15th inst., at noon and is due here on the 17th inst., at about 5 p.m.

The H. A. L. s.s. ALBANA left Singapore on the 11th inst., a.m. and may be expected here on or about the 18th inst., a.m.

The s.s. Glenloch passed the Suez Canal on 30th Sept., for Hongkong via Straits.

The Mogul Line s.s. Lathian sailed from U. K. on 13th September, for Hongkong via the Straits.

The Barber Line s.s. Saint Patrick sailed from New York on 12th ult., for Hongkong.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Colombo for this port via Singapore on the 9th inst., and is expected here on the 22nd October.

The N.Y.K. s.s. KAWACHI MARU (Bombay Line) left Moji for this port via Shanghai on the 9th inst., and is expected here on the 16th instant.

The N. Y. K. s.s. TANGO MARU (Australian Line) left Yokohama for this port via Ports on the 11th inst., and is expected here on the 20th October.

The N. Y. K. s.s. NIKKO MARU (Australian Line) left Thursday Island for this port via on the 9th inst., and is expected here on the 20th October.

The N.Y.K. s.s. TAMBA MARU (American Line) left Seattle for this port via ports on the 7th inst. and is expected here on the 9th November.

The N.Y.K. s.s. KATORI MARU (European Line) left Yokohama for this port via ports on the 8th inst. and is expected here on the 20th instant.

The N. Y. K. s.s. Kirin Maru (Calcutta Line) left Calcutta for this port on the 23rd ult., and is expected here on the 19th October.

The N. Y. K. s.s. Nikko Maru (Australian Line) left Melbourne for this port via ports on the 24th ult., and is expected here on the 20th October.

The N. Y. K. s.s. Shidzuka Maru (American Line) left Seattle for this port via ports on the 23rd ult., and is expected here on the 20th October.

The N. Y. K. s.s. Iyo Maru (European Line) left Shanghai for this port on the 18th ult., and is expected here on the 22nd Oct.

The I.C.S.N. s.s. KUTSANG from Singapore is due at Hongkong on the 19th Oct.

The I.C.S.N. s.s. KUMSANG from Calcutta is due at Hongkong on the 24th Oct.

The I.C.S.N. s.s. MAUSANG from Sandakan is due at Hongkong on the 16th October.

The I.C.S.N. s.s. HOPSANG from Chinwantao is due at Hongkong on the 19th Oct.

The I.C.S.N. s.s. CHUNSANG from Sourabaya is due at Hongkong on the 22nd inst.

The S. L. s.s. VESTALLA arrived Yokohama 7th inst., sails from Moji on the 16th inst., is due at Hongkong on the 21st inst.

VESSELS IN PORT.

Steamers.

Kumori, Nor. s.s. 949, Falck Muns, 9th inst.—Bangkok 1st inst. inst.—Rice—Order.

Kueichow, E. s.s. 1,304, Forsyth, 10th inst.—Newchwang, Gen.—B. and S.

Fausang, s.s. 1,410, H. S. Walker, 10th inst.—Sourabaya and Sumatra 28th ult., Sugar—J. M. and Co.

Landrat Scheiff German steamer 1,016, A. Struve 10 inst.—Saigon 5th inst. inst.—Rice—Siemssen & Co.

Sondan, British, 6,596, H. W. Kenrich, R.N.R., 10th inst.—Southampton.

Manchuria, American, 1,750 A. Dixon 11th inst.—San Francisco via Manila, 9th inst. inst.—Pacific Mail s.s. Co.

Hongkong, French, 39, A. Morguerite 11th inst.—Saigon 5th inst., Sugar and Ratten—Thouven & Co.

Childar, Norwegian, 1,102, Nils Tjofenth 11th inst.—Macassar 5th inst., Sugar and Ratten—Thouven & Co.

Sanuki Maru, Steamer, 3,789, I Noma 11th inst.—Seattle and Japan, China, Flour Cement Vidies—N. Y. K.

THE AGA LIGHT

For Light-Houses. Buys. Railway Lights
Automobile and Military Signal Lamps. Searchlights
and Complete Installations for Houses and Sea Craft

ARTHUR NILSSON & CO.

YORK BUILDING

GENERAL AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

And from Manila, Hongkong and Japan to Vancouver (B.C.) and
Portland (Or.).

Fasting Cargo at Through rates to all European North American and South American Ports, and all North and South American Ports.

Next Sailings from Hongkong:

For Shanghai, Kobe & Yokohama:

Albiana 17th Oct. Istria 5th Nov.

Sambila 21st Oct. Altmare 13th Nov.

Segovia 22nd Oct. Sithonia 20th Nov.

Andalusia 29th Oct. Preussen 23rd Nov.

For Havre, Bremen & Hamburg:

Liberia 15th Oct. Arabia 15th Nov.

For Marseilles, Havre & Hamburg:

Horde 19th Oct. Sambla 22nd Nov.

For Havre, Antwerp & Hamburg:

Suedmark 28th Oct. For V'yer, St'le, and/or T. & P. (Or.)

For V'yer, St'le, and/or T. & P. (Or.)

Andalusia 29th Oct. For Havre & Hamburg:

For R'dam, H'burg & Antwerp:

COMMERCIAL.

16. Vallambrosas were heavily sold, and reacted to 18/4.

Commercial

Rubber and Mining Shares.

Under date October 4, Messrs Davies of Singapore send us the following:

Company, Closing Quotations.

Buyers. Sellers.

Dollar.

Alor Gajah ... 1.85 2.15

Ayer Kuning ... 0.50 0.62

Ayer Molek ... 1.50 1.75

Ayer Panas ... 4.10 4.50

Balgonia ... 3.75 4.50

Bukit Jelutong ... 0.28 0.32

Bukit Katil ... 0.45 0.55

Bukit K. B. ... 0.65 0.80

Bukit Timah ... 12.00 14.00

Changkat ... 3.80 4.25

Sering ... 0.70 0.85

Hayton nominal ... 4.50 5.00

Indragiri ... 5.00 6.00

Timah ... 0.35 0.45

Kedah ... 1.75 2.30

Kolemak ... 2.90 2.00

Kempas ... 2.35 2.75

Kuala Sawah nominal ... 2.35 2.75

Lopus ... 0.85 0.95

Malaka Pinda ... 2.05 2.20

Malakoff ... 0.37 0.45

Mandai Tekong ... 1.80 2.10

Mergui nominal ... 0.25 0.35

Nollmay ... 1.70 2.00

Nyalas ... 1.90 2.40

Pajam ... 8.50 10.50

Pantai ... 0.85 0.80

Punggur ... 0.35 0.45

Radella ... 11.00 13.00

Sandycroft ... 6.00 7.00

Sembrong ... 0.20 0.27

Sungei Bagan ... 0.60 0.70

Tapah ... 0.40 0.47

Tapah ... 8.00 9.00

Teluk Anson ... 5.50 6.00

Termoloh ... 0.30 0.45

Trafalgar ... 1.00 1.20

Trafalgar (Cocunut crop) ... 0.40 0.50

Ulu Pandan ... 0.52 0.60

United Malacca ... 0.52 0.60

Sterling.

Allagar ... 1/9 2/-

Anglo-Java ... 4/1 5/3

Batang Malaka ... 1/3 1/3

Batik Kajang ... 26/3 32/3

Batik Mertajam ... 1/9 2/4

Bukit Sembawang ... 1/4 1/9

Chersonese (F.M.S.) ... 2/3 2/9

Chimpul ... 7/8 1/11

Duff Development Co. ... 7/6 8/3

Hajoep ... 5/- 6/-

Heaswood ... 2/8 3/-

Highland & Lowlands ... 42/3 46/-

Jasin ... 7/1 1/-

Kamuning (Porak) ... 1/10 2/5

Kepitigalla ... 11/- 13/9

Kota Tinggi ... 1/3 2/-

Labu (F.M.S.) ... 2/7 3/7

Lumut ... 16/10 19/10

Malacca (7 1/2 per cent. Pref.) ... 85/- 99/-

Malacca (Ordinary) ... 90/- 102/6

Merlimau ... 2/11 2/7

Nordana ... 16/3 18/4

Padang Jawa ... 1/6 1/9

Pegoh ... 23/6 27/6

Rembia nominal ... 7/8 10/-

Rubber Estates of Krian ... 1/10 2/6

Sapong ... 8/- 12/-

Singapore Para Rubber ... 1/7 2/-

Singapore United ... 1/4 1/8

Straits Bertam ... 2/4 2/11

United Temiang ... 1/10 1/6

United Temiang ... 1/10 1/6

Mining.

Belat ... 2.45 2.60

Buang, Lt. ... 9.50 10.25

Kampar ... 1.65 1.85

Kinta Association, Ltd. ... 13.00 14.50

Kinta Tin Mines ... 38/8 42.1/8

Kledang ... 13.50 14.75

Middleton ... 13.50 14.75

New French ... 1.300 1.750

Tekka ... 1.300 1.750

New Tambun nom.

Pahang Consolidated ... 10/5 11/7

Pengkalan ... 6/6 9/9

Pusing Bahru ... 5/3 6/9

Pusing Lama ... 3/3 5/-

Rahman Hydraulic ... 18.00 17.00

Rahman Tin Co. ... 22.00 22.00

Rambatan ... 12.00 13.75

Rang ... 2.40 2.75

Redhills ... 2.45 3.00

Royal Johore ... 0.80 1.00

SITUATION IN SOMALI-LAND.

Further Trouble Expected in Near Future.

The Times of India's Aden correspondent writing on September 29 says:—After a quiet turn during the past fortnight there have been no further raids by the Mullah in the British protectorate and things are reported to be quiet at Shaikh and Berbera at the present moment. Mr. Archer, the acting commissioner, has returned to Berbera and the Mullah's men who lately attacked the camel corps are reported to have returned to the Nugal and have taken with them all the camels and cattle, said to be considerably over 2,000, which they recently captured from the Dolbahanta and other tribes. The friendlies are said to have come down to the coast and some of them are said to be intending to emigrate to the Ogaden country. The 300 men of the 18th Infantry who were recently despatched from here to the Somali coast are reported to be stationed in Berbera and Shaikh and their appearance will undoubtedly have some salutary effect. It seems unlikely, however, that the Mullah will remain quiet for any length of time. Reconnoitring parties of the Mullah are now reported between Burao and the Nugal and it is possible we may hear of further serious raids in the near future. The Mullah is said to be determined to exterminate the friendlies or compel them to join his standard and to occupy Burao, intercepting the caravan routes leading to Berbera. As I write I hear that a force of the Mullah has advanced on Burao and destroyed by fire all the huts there. It is rumoured that the authorities at Berbera are going to enlist about 800 Somali recruits and send them to Burao.

Fride's Sad Wedding Day.

The funeral of Colonel George Cussons, who died on his daughter's wedding day, took place at Beverley, Yorkshire, Colonel Cussons was seized with an apoplectic stroke the night before the ceremony. At eight o'clock in the morning the bridegroom were united, and two hours later Colonel Cussons died.

A Famous Shipbuilder.

The death has occurred in Glasgow of Mr. J. G. Dunlop, late managing director of Messrs John Brown and Co., shipbuilders and engineers, of Clydebank.

Maharajah's Visit.

The Maharajah of Cochin Bahar visited Bexhill recently in connection with the unveiling of the fountain erected by his family on the sea front in memory of his father, who died there two years ago.

Notice

MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irregularities. Thousands of ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the world, or post free to MARTIN, Chemist, Southampton, Eng.

MARTIN'S APIOL & STEEL PILLS

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

For Ladies

Public Companies

THE CHINA LIGHT AND POWER CO., LTD.

THE TWELFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Buildings No. 6 Connaught Road, Victoria, on SATURDAY 18th October 1913 at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1913 and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 15th until SATURDAY, 18th October 1913, both days inclusive.

SHEWAN TOMES & CO. General Managers.

HONGKONG HOTEL COMPANY LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong Hotel Company, Limited will be held at the premises of that Company, Pedder Street, Victoria, on Saturday, the twenty-fifth day of October, 1913, at 12 o'clock noon when the sub-joined resolution will be proposed:—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

10a. "The Company shall pay dividend, in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second Extraordinary Meeting which will be subsequently convened.

Dated this 14th day of October, 1913.

In order of the Board of Directors.

J. H. TAGGART, Acting Secretary.

NOTICE.

NOTICE is hereby given that a meeting of the shareholders of the HEADWATER MINING COMPANY (INC.) will be held at the Hongkong Hotel on Wednesday, October 22nd, at 4 p.m. to consider the POSITION of the Company and its FUTURE.

By order.

Hongkong, 8th October, 1913.

Notice

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF YEARLY MEETING OF MEMBERS will be held on WEDNESDAY, the 29th October Next, at 12 o'clock, noon, at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order.

T. F. HOUGH, Clerk of the Course.

Hongkong, 13th Oct., 1913. 1960

NOTICE.

FOR SALE VALUABLE LEASEHOLD PROPERTY.

BRITISH CONCESSION, Shamen, Canton.

TWO LOT, Nos. 79 and 80, fronting on the Canal Road, each with a frontage of Ninety Feet on the Road, and with a depth of 140 1/2 feet, together with the Buildings erected thereon. The Lots will be Sold either separately or together. This property will be put up for Sale at Public Auction on the Premises, commencing at 11.00 a.m. on THURSDAY, the 30th of October, 1913, if not sold privately before that date. The Undersigned reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from—

The China Baptist Publication Society, Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

Tung Shan, Canton, China.

THE CHINA BAPTIST PUBLICATION SOCIETY.

FESTIVITIES IN PEKING

Manchu Prince's Address at Inauguration.
Peking, October 11.

The address which was read at the inauguration of the President yesterday by Prince Pu Lun, representing the Emperor Hsuan Tung, was as follows:—

"I, the Taiching Emperor, have the honour to present this congratulatory letter to the first formal President of the Republic of China. After the commencement of the Republic, the late Emperor Dowager became most anxious concerning the condition of the people. Her Majesty unhesitatingly ordered the cessation of hostilities and issued an edict handing over the administrative powers of the country to the Republican Government to be presided over by a suitable man such as yourself with a view to establishing the first East Asian republic. Now the Emperor is glad to learn that your Excellency has been elected formal President in accordance with the Election Law. This shows that the Five Races entirely trust you and believe that you are the only suitable man at this critical moment."

"Moreover all the Treaty Powers will also be glad if under your able administration China prospers and western reforms are actually introduced into the Republic."

"I sincerely hope that henceforth the Republic will be governed by the Constitutional Government in the strict sense of the word in order to place China upon an equal footing with the nations of the world and lay the Republic's foundations upon a firm basis to the advantage of the Five Races."

"In order to celebrate the day, I the Taiching Emperor, specially delegate Bolei Pu Lun, my representative, to convey this congratulatory letter."

Prince Pu Lun then presented a personal address to the President.

Yuan Shih-kai, replying, said: "The President thanks the Taiching Emperor for sending Prince Pu Lun to present a congratulatory message. The President hopes the Republic will prosper hereafter, that the people will become rich, and that the nation will become respected by the Powers and so bring comfort to the Emperor."

The entertainment at the Wai-chiao-pu last night was most brilliant. There was a blaze of uniforms of numerous nationalities. Fifteen hundred guests attended and the festivities did not end until the small hours of this morning.

President Yuan Shih-kai contracted asthma yesterday and suffered during the night, but this morning his health was improved. To-day he is entertaining the Foreign Ministers to luncheon.

Foreign Ladies at Palace.

The reception given by Mrs. Yuan this afternoon was a brilliant success. Guests entered the Palace by the South Gate and were rowed across the lake, past the island where the Emperor Kuang Hsu was imprisoned, and landed near the entrance to President Yuan's residence. They entered a grand pavilion in which Mrs. Yuan received them. President Yuan arrived later and shook hands with all the ladies. He appeared to be in excellent spirits and quite recovered from his indisposition. Bands played at various points round the residence. Elaborate refreshments were served, after which guests strolled round the beautiful grounds and through the ancient halls of the palace, kiosks, grottoes and shady retreats with which the grounds abound, brilliant sunshine falling upon the golden roofs and placid waters of the lake lighting up the magnificent scene with rare splendour. Visitors were charmed with the courtesy and cordiality of their reception.

Numerous other entertainments are being held throughout the city, which is thoroughly en fête. —North China Daily News.

SHANGHAI TENNIS DOUBLES.

Win for Messrs Klimanek and Middleton.

Quite a large number of people assembled on the ground of the Carole Sportif, Shanghai, on Saturday afternoon to watch the match between Messrs. Klimanek and Middleton, and Dr. Murray and Mr. Phillips in the play for the Double Championship, the former pair winning after five hard sets.—7-5, 6-1, 4-6, 5-6, 6-4. Hard sets they certainly were, but the tennis was decidedly pacy. There were some good placing, but much of the play was decidedly uninteresting. The Court had been screened all round, but the wind none the less appeared a little to favour the south end, says the North China Daily News.

The first set was somewhat time, the players not having properly warmed up and Murray and Phillips had perhaps bad luck in losing. This seemed to disconcert the latter and he went right off his game in the second set, frequently hitting into the net and allowing himself to be had again and again, when serving, by Klimanek's back-hand returns into the left hand corner of the court.

With the third set, however, a change came over the aspect of the game. Phillips quite recovered his form, while Murray was driving and placing with power and accuracy. The two were also playing well together while their opponents were not infrequently at some misunderstanding. It was now Klimanek's turn to get worried, and in the fourth set he became, for him, decidedly erratic. Murray was serving very well in the set and, his partner supporting him well, the two won fairly easily. The last set was a thoroughly ding-dong contest until after the eighth game, but Klimanek had now recovered his nerve and with Middleton also playing very steadily, the match ended in their favour, after the best set of the afternoon. All the sets except the second were long ones and duce was frequently and repeatedly called. The match was umpired by Mr. W. R. Brandt, who proved himself easily the best umpire we have yet seen in a Shanghai lawn tennis match.

On the afternoon's play Dr. Murray was consistently the best of the four, his service was often deadly and his short fore-arm volleying as effective as it was pretty. Also, it makes no apparent difference to his play whether he is winning or losing. Mr. Klimanek was at times brilliant, driving with great power and playing his backhand shots beautifully. At other times he fell far short of his own standard and became both weak and erratic. Mr. Phillips was also uneven, and sometimes showed poor judgment in running up, but his volleying was good and he frequently beat his opponents by clever placing between. Mr. Middleton played far better than one would think possible from the fact that he consistently stands when his partner is serving, not to mention other times, on exactly the wrong spot, i.e. the middle of the court. In this way the other side often had him by driving the ball at his feet. Against this his own driving was hard and steady, and his service was occasionally admirable. Speaking generally, many points were lost on both sides by attempts to get up to the net not justified by the position of the other side.

SILIMPOPON COAL.

BUNKERS

can be supplied at cheap rates.

at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

POST OFFICE.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The Public are informed that the Christmas Parcel Mail to the United Kingdom and countries beyond will be closed in this Office at 5 p.m. on the 7th of November. This Parcel Mail by the long sea route via Gibraltar is due to reach London on the 15th of December. The following mail of the 15th November will be treated as the New Year Mail, and is due to reach London on the 27th of December. Parcels may be forwarded via Brindisi with an extra fee of 50 cents and with this mail are due in London on the 15th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. The seals must be of the same colour and must bear the impression of a private device. This device must be the same on each seal. Straps, curved, crossed or folded flaps are not admissible.

Buttons, Coins, Trinkets, cannot be used for sealing. The Office of the Post Office are forbidden to affix Stamps on letters or Parcels or to seal any article for the Public. Parcels that in the opinion of the Office handling the same do not comply with the regulations will not be accepted. It is requested that Parcels be posted early.

The American Mail ex Nile was received here yesterday per Empress of Japan.

The Empress with the mail from London (via Siberia) of Wednesday and Saturday the 24th and 27th will be due to arrive here on Sunday the 19th inst. The Tanga Maru with the American Mail ex Nile is due to arrive here on Monday 20th inst.

MAILS ARRIVED TO-DAY.

Kocher, Shanghai
Helsing, Coast Ports
Kawachi Maru, Japan

MAILS DUE.

Siberian, Empress, 19th inst.
American, Tanga Maru, 20th inst.

TO-MORROW.

Hothow, Pakhoi and Haiphong—Per MATHILDE 17th Oct. 9 a.m.
Japan via Kobe—Per PRINZ SIGISMUND 17th inst., 10 a.m.
Swatow, Amoy and Foochow—Per HAINAN 17th Oct., 10 a.m.
Samarang and Sourabaya—Per CHIL-DAR, 17th inst., 3 p.m.
Japan via Yokohama—Per LOVAT, 17th inst., 5 p.m.

SATURDAY, 18th October.
Philippine Islands—Per YEUNGSANG, 18th inst., 1 p.m.
Swatow—Per HAINAN, 18th Oct. 3 p.m.
Japan via Kobe—Per ARAKE MARU, 18th Oct., 4 p.m.

SUNDAY, 19th Oct.
Swatow, Amoy and Tamsui—Per DAIGIN MARU, 19th Oct., 9 a.m.

TUESDAY, 21st Oct.
Shanghai, North China, Japan via Moji, Victoria B.C. and Seattle—Per WAKAI, 21st inst., 10 a.m.
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per MANCHURIA, 21st Oct., 11 a.m.

Philippine Islands—Per TAMING, 21st Oct., 3 p.m.
Straits and Ceylon—Per KUTORI MARU, 21st Oct., 5 p.m.
Shanghai, North China, and Japan via Kobe—Per KUTSANG, 21st inst., 5 p.m.

WEDNESDAY, 22nd Oct.
Swatow—Per HAINAN, 22nd inst., 10 a.m.
Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per EMPRESS OF JAPAN, 22nd Oct., 10 a.m.

Philippine Islands, Australia, Timor, Tasmania & New Zealand—Per BRISBAN, 22nd Oct., 10 a.m.
TANGU MARU, 22nd Oct., 10 a.m.

THURSDAY, 23rd Oct.
Wei-hai-wei and Tientsin—Per HUI-CHOW, 23rd Oct., 11 a.m.
Shanghai and North China—Per LUOWH, 23rd inst., 3 p.m.

FRIDAY, 24th Oct.
Swatow, Amoy and Foochow—Per HAINAN, 24th Oct., 10 a.m.
Sandakan—Per MAUSANG, 24th Oct., 11 a.m.

Philippine Islands—Per ZAFIRO 24th inst., 3 p.m.
China—Per HOPSONG 24th inst., 5 p.m.

SATURDAY, 25th Oct.
Straits and India via Calcutta—Per NAMSANG, 25th Oct., 10 a.m.
Philippine Islands—Per LOONGSANG, 25th Oct., 1 p.m.

Shanghai and North China (Europe via Siberia)—Per YINGCHOW, 25th inst., 5 p.m.

FRIDAY, 31st Oct.
Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per CHANG-SHA, 31st inst., 2 p.m.

SATURDAY, 1st Nov.
Straits and India via Calcutta—Per YATHING, 1st Nov., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Kwong, Chi, 1,465, Macarthur 15th inst.—Canton 15th inst., Gen.—C. M. S. N. Co.

Kocher, Aust. 1,104, Zamara, 15th inst.—Shanghai 15th inst., Gen.—S. W. & Co.

Telemachus, Br. 1,356, A. Fraser, 15th inst.—Saigon 15th inst., Rice—Wo Fat Sing

Katze, Ger. 1,309, Christiansen 15th inst.—Hongkong 15th inst., Coles J. & Co.

Chenau, Br. 1,340, W. Lloyd Jones 15th inst.—Canton Gen.—B. & S

Kawachi Maru, Jap. 1,391, A. Christiansen, 15th inst.—Kobe 9th inst., Gen.—N.Y.K.

Prins Sigismund, Ger. 1,344, D. Lent, 15th inst.—Sydney 20th Sept., Gen.—M. & Co.

Halching, Br. 1,267, W. C. Passmore, 15th inst.—Fookhow, Amoy, Swatow 15th inst., Gen.—D. L. & Co.

Clara Jensen, Ger. 1,103, S. Bendixen, 15th inst.—Bangkok 6th inst., Rice—Chinsee.

DEPARTED.

October 16.

Cowrie for Balikpapan
Kiri Maru for Yokohama
Amoy for Swatow
Nile for London
Rubi for Haiphong
Chongva for K C Wan
Kamor for Bangkok
Fookhow for Bangkok
Hoiist for Yokohama
Hongkong for Haiphong

CLEARANCES AT THE HARBOUR OFFICE.

October 15.

Chenau for Canton
Cathay for Yokohama
Amoy for Swatow
Isukuhima Maru for Freemantle

October 16.

Kocher for Trieste
Kawachi Maru for Bombay
Amoy for Swatow
Mathilde for Haiphong
Pausang for Singapore

PASSENGERS ARRIVED.

Per s.s. Empress of Japan arrived 15th inst. from Vancouver.

McVagh, Mr. and Mrs.
Caldwell, J. T. W.
Collins, Dr. W. J.
Deprat
Lantenols

Per s.s. Kawachi Maru arrived 16th inst. from Kobe.

Kondo, S.
Makino, M.
Yumatsu, S.
Yamanaka, S.

Per s.s. Prinz Sigismund arrived 16th inst. from Sydney.

Burgers, Dr. Th. J.
Behrmann, Dr. A.
Bochta, Mr. & Mrs.
Bogdan, G. S.
Carroll, G. E.
Carpman, B. E.
Guthmann, Mrs.
Gordon, H. M.
Hargis, L. D.
Hibe, S.
Hottack, Capt.

Per s.s. Nile departed 15th inst. from Hongkong.

Godden, W. A.
Lester, C. W.
Lee, Miss M. A.
Palmer, Miss M.
Stewart, Mrs. R.

SHIPS PASSED THE CANAL.

The following vessels have passed the Canal—Telemachus, Mandarley.

Arrivals from China—Folena, Siberia, Thesens.

The following vessels have passed the Canal—Kaga Maru, Lutzow, Socotra, Africa, Amazone, Suavia, Kansas, Rheuss.

TIDE TABLE.

18th Oct., to 19th Oct., 1913.

High Water
Low Water
Mean Time
Mean Tide

High Water
Low Water
Mean Time
Mean Tide

in morning & afternoon.

WEATHER REPORT.

On the 16th, at 11.45.—The depression which was to the south-east of Naha yesterday deepened considerably and moved rapidly to the north of the Bonins.

The typhoon to the east of the Billington channel has moved away in an east-north-easterly direction.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.
1 Hongkong and Neighbourhood. N. winds, fresh to moderate, sea, smooth.
2 Formosa Channel. Northerly gale.
3 South coast of China bet. the same two H.K. and Lamook. The same.
4 South coast of China bet. the same two H.K. and Hainan. The same.
China Coast Meteorological Register.
15th October, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Wootok 7a 30.06 39 nne 3 c
Nemuro 6a 29.83 0 0
Hakodate 29.79 nne 7
Tokio 29.31 nne 3
Kobe 29.54 sw 1
Nagasaki 29.52 0
Kshima 29.56 0
Oshima 29.69 0 4
Naha 29.82 nne 4
Ishijima 29.83 nne 4
Bonin Is. 29.83 sw 1
Chaochow 29.87 66 n 8 b

Shanghai 29.81 55 80 nne 5 b
Gusafu 29.85 58 nne 7 cm
Sharp P. 29.99 70 0 0
Amoy 29.95 67 46 wsw 2 b
Swatow 29.93 0
Tahoku 29.91 ne 2
Taitan 29.91 ne 6
Koshun 29.91 0
Pdoras 29.91 0 8
Canton 29.99 68 51 nne 2 b
K'kong 29.98 69 33 n 3 b
Gap Root 29.98 65 n 6 b
Macao 29.98 65 n 2 b
Wahow 29.98 65 n 2 b
Pakhoi 29.98 65 n 2 b
Hothow 29.98 65 n 2 b
Phullen 29.98 65 n 2 b
Toursne 29.98 65 n 2 b
O. St. J. 29.98 65 n 2 b
Aparri 29.98 65 n 2 b
Wanlin 29.98 65 n 2 b
Legaspi 29.98 65 n 2 b
Hollo 29.98 65 n 2 b
Bacolod 29.98 65 n 2 b
Cebu 29.98 65 n 2 b
Labuan 29.98 65 n 2 b

T. F. Claxton, Director.
Hongkong Observatory, Oct. 16.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet.

6 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On date On date
at 8 a.m. at 4 a.m. at 4 p.m.

Barometer 29.83 29.98 29.97
Temperature 61 69 76
Humidity 25 32 27
Wind Direction North North
Force 2 2 2
Weather bq bq b
Rain 0 0 0
Highest open air temperature on the 15th 76
lowest 57

H.K. Observatory, 18th Oct., 1913.
T. F. CLAXTON, Director.

LATEST SHIPPING NEWS.

The O.P.R. s.s. MONTEAGLE due left Yokohama on the 19th Oct., at 6 a.m.

The H. A. L. s.s. SAMBIA left Singapore on the 15th inst., at noon and may be expected here on or about the 21st inst. a.m.

The s.s. GLENTURRET left Singapore on Sunday the 12th inst. and is due here on Saturday, 18th inst.

Oysters, Fresh, Fried or Stewed
Finch, Haddock, Kippers, etc.
ALEXANDRA CAFE.

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
LONDON & ANTWERP via Singapore, Penang, Ceylon, Port Said, & Marseilles	Syria Capt. C. R. Longden R.N.R.	about 19th Oct.	Freight & Passage
LONDON, via Universal Ports of Call	Delta Capt. W. K. Le. Mare R.N.R.	Noon 25th Oct.	Freight & Passage
SHANGHAI, MOJI, KOBE, AND YOKO-KAWA	Nubia Capt. F. J. Fox R.N.R.	d'light 19th Oct.	Freight & Passage
SHANGHAI	India Capt. C. C. Talbot R.N.R.	about 23rd Oct.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy.
For Freight, or Passage apply to
P. & O. S. N. Co.'s office,
Hongkong, 13th Oct., 1913.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For Steamers To sail on

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ABERDEEN & H'BURG.

SHANGHAI, TSINGTAU, KOBE, AND YOKOHAMA

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE

BOKE

JESSELTON, KUDAT & SANDAKAN

GENERAL AGENTS, HONGKONG and CHINA

Hongkong, 7th Oct., 1913.

MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

REGULAR FORTNIGHTLY SERVICE BETWEEN EUROPE AND JAPAN.

OUTWARD. NEXT SAILINGS—HOMEWARD.

Steamers Will leave for Japan on Steamers Will leave for Marseilles.

E. Simons 19th Oct. A. Behic 21st October
Amazone 3rd November Atlantique 4th November
Australien 17th November E. Simons 18th November
Polynesian 1st December Amazone 2nd December.

For Freight and Passage apply to
M. SAINT CLAIR de BUSSIERRE, Agent.
Queen's Buildings, No. 3.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia via Manila.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers. Arrive Hongkong from Australia. Leave Hongkong for Australia.

Aldenhams 20th Oct. 5th Nov. at 11 a.m.
Empire 5th Nov. 21st

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to
Gibb, Livingston & Co. Agents.

Printed and Published by the Proprietor, Dr. J. W. Noble,
Ice House Street, in the City of Victoria, Hongkong.